

DATE 21 AUG 67 ACFT 131 PILOT
TIME IN FLIGHT 4+00 TIME IN SUIT 6+30 PREBREATHING TIME 1+00

SATISFACTORY UNSATISFACTORY

1. PHYSICAL CONDITION (PILOT)
2. SURVIVAL KIT AND CUSHION #51 5/10
3. PARACHUTE S/N 139
4. HELMET - 298

- A. REFLECTIONS
- B. FACE HEAT
- C. COMMUNICATIONS

5. SUIT PROPER - 3

A. CABIN DECOMPRESSION: YES NO

6. OUTER GARMENT - 3

7. BOOTS AND SPURS, Q.D. Type

8. GLOVES - 2

9. OXYGEN SYSTEM

DEPART		RETURN	
TIME	AMT	TIME	AMT

#1 1204 9.25 1645 8.10

#2 1204 9.25 1645 8.15

10. MISCELLANEOUS

11. EVALUATION ITEMS

- A.
- B.
- C.
- D.
- E.

12. REMARKS: (EXPLAIN UNSATISFACTORY REPORT)

25X1A

Mission BX6716

* * * TOP SECRET * * *

DCOL CHECK LIST

* DENOTES MANDATORY CALL TO COMMAND POST UPON COMPLETION 25X1A

H-24:00 TO H-23:30: SECURE SUITS, CHUTES, KITS AND VENT UNITS:.....

DESIGNATE LIFE SUPPORT TECHNICIANS:

prim A/C 131 P M.V. P
 8/10 A/C 129 P J.L. S

H-23:30: ATTEND COMMANDERS BRIEFING:.....

SUBMIT HANGAR ACCESS ROSTER, 5 CYS 1-MC 3-SECURITY 1-DCOL:.....

SUBMIT RECOVERY ROSTER, 3 CYS 1-MC 1-ADMIN 1-DCOL:.....

H-22:00 TO H-21:30: COORDINATE WITH INTELLIGENCE AND SURVIVAL PERSONNEL ON SURVIVAL AND E&E ITEMS:.....

H-22:00 TO H-17:00: PREFLIGHT:

BOTH SUITS (EA PILOT):.....

PARACHUTE AND EMERGENCY O2 SYSTEMS:.....

SEAT KIT COMPONENTS:.....

SUIT ROOM VENT:.....

LOX VENT UNIT:.....

OXYGEN CYLINDERS:.....

TEST EQUIPMENT:.....

TRANSPORT VANS:.....

H-20:00: NOTIFY SECURITY, SEAT KIT AVAILABLE FOR PACKING:.....

H-3:00 TO H-1:40: PREPARE PREBREATHING ROOM FOR RECEIPT OF PILOT:.....

H-2:00 PERSONALLY CHECK WITH MISSION COORDINATOR AT C.P. TO VERIFY NAMES OF

PRIMARY AND SPARE PILOTS AND AIRCRAFT:

prim A/C 131 P M.V. P
 8/10 A/C 129 P J.L. S

INSTALL SEAT KIT AND PARACHUTE:.....

H-2:00: RECEIVE PACKET FROM INTELLIGENCE:.....

H-1:45 TO H-1:30: SECURITY INSPECTS SUITS:.....

H-1:40 TO H-1:25: FLIGHT SURGEONS MEDICAL IN DCOL:.....

H-1:20 TO H-1:10: DRESS PILOT, PRESSURE CHECK EQUIPMENT:.....

H-1:10 TO H-1:05: PREPARE FOR PILOT TRANSPORT:.....

*H-1:05 TO H-1:00: TRANSPORT TO AIRCRAFT:.....

*H-1:00 TO H-0:45: PILOT HOOKUP AND SUIT A/C CHECK:.....

H-0:45 TO TAKEOFF: STANDBY IN DCOL AND PACK LOW RECOVERY EQUIPMENT:.....

LANDING: REMOVE PILOT, TRANSPORT PILOT BACK TO DCOL, DESUIT PILOT:.....

DEBRIEF PILOT, EVALUATE AND CHECK RELIABILITY OF EQUIPMENT:.....

POST-FLIGHT EQUIPMENT:.....

* * * TOP SECRET * * *

Local Time

1135-1205

1205

1335-1405

1335-1835

1535

0835

0935

0935-

0750-0905

0855-0910

1015-1025

1025-1030

1030-1035

1035-1050

1050-1135

1135-1150

1150-1235

FULL PRESSURE SUIT TEST LOG

SUBJECT # 1051
 SUIT # -3
 OUTER GARMENT W/FLOAT GEAR -3
 HELMET # 298
 GLOVES # -2
 BOOTS -1 *20 spurs*

FLIGHT DATE 21 Aug 67
 DON _____
 DOFF _____
 TIME IN SUIT _____
 TECHNICIAN 25X1A

<u>PRESS-TO-TEST</u>	<u>PRE-FLIGHT</u>
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SYSTEM #1	<u>915</u>	<u>19 Aug 67</u> <u>20 Aug 67</u>
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Max Pressure	<u>25X1A</u>	<u>110</u>
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Differential		<u>1.4</u>
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Leak Rate		<u>800</u>
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<u>SYSTEM #2</u>

Max Pressure	<u>116</u>
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Differential	<u>1.3</u>
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Leak Rate	<u>750</u>
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Unpress Leak Rate	<u>250</u>
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Face Heat	<u>19.5</u>
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Comm and Cord	<u>✓</u>
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Pencils	<u>✓</u>
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Knife	<u>✓</u>
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Controller Number	<u>73</u>
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Packet	<u>✓</u>
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Grease Zippers	<u>✓</u>
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Check Location of CO ₂	<u>✓</u>
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Pressure Tap Screws	<u>✓</u>
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<u>SUBJECT TEST</u>	<u>POSTFLIGHT</u>
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		<i>Re-test in P.E. Jan</i>
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<u>112</u>	<u>112</u>	<u>116</u>
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<u>1.3</u>	<u>1.5</u>	<u>1.4</u>
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<u>550</u>	<u>250</u>	<u>1050</u>
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<u>120</u>	<u>120</u>	<u>116</u>
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<u>1.3</u>	<u>1.5</u>	<u>1.4</u>
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<u>550</u>	<u>350</u>	<u>800</u>
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<u>400</u>	<u>300</u>	<u>200</u>
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*Back up sent*FULL PRESSURE SUIT TEST LOG

SUBJECT # 1051
 SUIT # -2
 OUTER GARMENT W/FLOAT GEAR E+E
 HELMET # 298
 GLOVES # -6
 BOOTS -2

FLIGHT DATE 21 Aug 67
 DON _____
 DOFF _____
 TIME IN SUIT _____
 TECHNICIAN _____

<u>PRESS-TO-TEST</u>	<u>PRE-FLIGHT</u>
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SYSTEM #1	<u>14 Aug 67</u>	<u>9/13</u>
	<u>20 Aug 67</u>	<u>9/13</u>

Max Pressure	<u>111</u>
Differential	<u>1.4</u>
Leak Rate	<u>850</u>

SYSTEM #2

Max Pressure	<u>108</u>
Differential	<u>1.4</u>
Leak Rate	<u>850</u>

Unpress Leak Rate	<u>250</u>
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Face Heat	<u>17 ~</u>
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Comm and Cord	<u>✓</u>
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Pencils	<u>✓</u>
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Knife	<u>✓</u>
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Controller Number	<u>—</u>
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Packet	<u>—</u>
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Grease Zippers	<u>✓</u>
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Check Location of CO ₂	<u>✓</u>
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Pressure Tap Screws	<u>—</u>
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SUBJECT TESTPOSTFLIGHT

PRESSURE SUIT HOOK-UP AND CHECKLIST

- ✓ 1. Packet in pocket.
- ✓ 2. Stirrups secured.
- ✓ 3. Communication secured and functioning.
- ✓ 4. Face heat on (low).
- ✓ 5. Oxygen hoses secured in QD.
- ✓ 6. Three harness snaps secured - harness adjusted and surplus stowed.
- ✓ 7. Kit adjusted and surplus stowed.
- ✓ 8. Two (2) bailout hoses secured.
- ✓ 9. Lap belt, shoulder harness, key secured and adjusted.
- ✓ 10. Oxygen hoses under right leg strap, chest strap under helmet-hold-down.
- ✓ 11. Emergency oxygen lanyard secured and pin removed.
- ✓ 12. Red knob secured.
- ✓ 13. Green apple secured.
- ✓ 14. Manual over ride handle secured.
- ✓ 15. Two (2) rocket jet releases secured.
- ✓ 16. Check face heat.
- ✓ 17. Heat probe.
- ✓ 18. Press to test both oxygen systems.
- ✓ 19. Readjust lap belt.

20. LOW oxygen pressure - #1 system 65/70 (70/75) #2 system 70/75 (70/75) 1049L

21. HIGH oxygen pressure Departing #1 system 9.5 (9.5) #2 system 9.25 (9.25) 1204L

✓ 22. Foot rest guards over seat foot rests.

✓ 23. Hook KIT LANYARD. - Beacon "Auto"

SUBJECT 1050 AIRCRAFT NUMBER 129

TECHNICIAN DATE OF FLIGHT 21-8-67

HIGH oxygen pressure Returning #1 system 8.0 #2 system 8.5

1645

1 HOUR DELAY AFTER ENGINE START

Pilot Hookup REaccomplished -

EQUIPMENT PREFLIGHT FOR HIGH FLIGHT

PARACHUTE

- ✓1. Ripcord pins seated (main and first stage).
- ✓2. Pack opening elastics secured.
- ✓3. First stage jettison mated and pins secured.
- ✓4. Two (2) rocket jet units secured.
- ✓5. Manual over ride handle secured.
- ✓6. Green apple secured.
- ✓7. Red knob secured.
- ✓8. Bailout hoses adjusted for pressure suit.
- ✓9. Bailout hose connectors operating.
- ✓10. Harness adjusted for HIGH flight.
- ✓11. Automatic openers - triggered and reset.
- ✓12. Aneroids 1400' to 7500'.
- ✓13. Bailout cylinder pins secured.
- ✓14. Bailout cylinder pressure #1 1800 #2 1800.
- ✓15. Communication cord secured to chute.
- ✓16. Visual inspection completed.

SURVIVAL KIT

Lpu #1
5/H #5

- ✓1. Yellow handle secured.
- ✓2. Trigger clearance
- ✓3. Kit disconnects secured
- ✓4. Lid secured.
- ✓5. Visual condition.

INSTALLATION

1. ✓Vent secured at disconnect.
2. ✓Kit secured to chute - loose.
3. ✓Emergency oxygen lanyard secured to chute and pin installed.
4. ✓Communication cord secured at disconnect.
5. ✓Vent hose secured to chute.
6. ✓Pin secured in QD and safetied.
7. ✓Oxygen system low pressure #1 75/80 #2 85/90.
8. ✓Pip pin in QD ring
9. ✓Stirrups cables extended and operating freely.
10. ✓Foot rest guards over seat foot rest.

SUBJECT 1051 AIRCRAFT NUMBER 131
TECHNICIAN 25X1A DATE OF FLIGHT 21 AUG 67
SEAT KIT NUMBER 51 PARACHUTE NUMBER 139
TYPE CUSHION 5/B FOOT ROSE NUMBER 76

BX 6716

(3150)

NOTES

21 AUG - 1135

1235

P

A/C

HANGER

P.

MV

131

3

S.

SL

129

2

INTEL - 1800 L

INITIAL 1835 L

FINAL 0805 L

25X1A

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FROM: Mission Coordinator:

20 AUG 1967

SUBJECT: Mission Alert Notification

TO: (See Below)

Request your attendance at the Commander's Briefing to be held in the Operations Briefing Room on 20 AUG 1967 at 1205 L. The briefing concerns the following:

1. Mission Code Name and Number: BX 6716
2. Date/Time of Launch (H-Hour): 21 Aug 10235 ZI 1135 L.
3. Ground Spare (H+1:00): 21 Aug 10335 ZI 1235 L.
4. Bases: Takeoff KADENA Staging , Landing KADENA.

25X1A

5. Equipment required: TYPE I CAMERA B/W,

25X1A

25X1A

6. Ground Spare Requirements: SAME EQUIPMENT AS

Primary,

25X1A

7. Special Instructions/Comments: WILL MAINTAIN CAPABILITY TO SUPPORT BACK TO BACK OPNL MISSIONS.

FOR THE COMMANDER

Mission Coordinator

Office	Time(L)	Recipient	Office	Time(L)	Recipient
CMDR	_____	_____	DCOL	_____	_____
DCO	_____	_____	DCOC/MC	_____	_____
DCM	_____	_____	DCOMI	_____	_____
DCS	_____	_____	DCOW	_____	_____
SECUR	_____	_____	COMMO	_____	_____
FLT SURG	_____	_____	AFCS	_____	(Notify Only)
DCOM	_____	_____	TTFC(SAC)	_____	(Notify Only)

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